EAST COAST RAILWAY

Office of the
Chief Commercial Manager
1st Floor, Rail Sadan
C.S.Pur, Bhubaneswar-17

Commercial Circular No.65 (G)/2016

Date: 20.05.2016

Sub: Demurrage, Stabling, Wharfage, Stacking, Waiver and Write off.
Ref: Railway Board's letter No.TCR-1/2016/201/1 dated 19.05.2016 (RATES MASTER CIRCULAR /DEMURRAGE/WHARFAGE/WAIVER/2016/0)

****

A copy of Railway Board's letter No. TCR-1/2016/201/1 dated 19.05.2016 (Rates Master Circular Demurrage/Wharfage/Waiver/2016/0) regarding Demurrage, Stabling, Wharfage, Stacking, Waiver and Write off is enclosed herewith for information and necessary action.

All concerned to note and act accordingly.

Authority:Railway Board's letter No. TCR-1/2016/201/1 dated 19.05.2016 (Rates Master Circular/Demuurage/Wharfage/Waiver/2016/0).

Encl: As above (33 pages)

20.05.16.
(R.N.Nayak)
Sr.Commercial Manager (Claims)

No.CCM/95/DC/Policy/Pt.V

Date: 20.05.2016

Copy forwarded to:

All Station Managers/ Goods Supervisors/Commercial Supervisors /Siding Clerks / Booking Clerk in Charges / Weigh Bridge Clerks / Clerk in Charges / Commercial Movement Inspectors.

Copy for information and necessary action to the:-
COM: ECoR,**SDGM**/ECoR/BBS,**Chairman**/RCT/BBS,**Dy.CVO(T)**/ECoR/BBS,**PO/RCT**/ECoR/BBS **DRM**: KUR,WAT,SBP/ECoR, **Sr.DOM**-KUR,WAT, **Dy.COM(FOIS)**/ECoR/BBS, **Audit officer**/BBS. **FA & CAO** :E.Co.Rly , **Sr.DCM**:KUR,WAT/SBP/ECoR.**Dy.CCM(Claims)**/E.Co.Rly. SBP/ECoR, **FA & CAO(T) /** ECoR/BBS, **Traffic Manager**: VZP, Traffic Manager/ Paradeep PortTrust/Paradeep.

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20.05.16.
(R.N.Nayak)
Sr.Commercial Manager (Claims)

GOVERNMENT OF INDIA/BHARAT SARKAR
MINISTRY OF RAILWAYS/RAIL MANTRALAYA
(RAILWAY BOARD)

No.TC-I/2016/201/1

New Delhi, dt. 19 .05.2016

General Manager
All Zonal Railways

Sub: Demurrage, Stabling, Wharfage, Stacking, Waiver and Write off
Ref: Board's Rates Circulars/Letters listed below:

1	Rates Circular No.38 of 2004	24	Rates Circular No.3 of 2008
2	Rates Circular No.39 of 2004	25	No.TC-I/2004/201/9 dt 16.05.2008
3	Rates Circular 40 of 2004	26	No.TC-I/2005/201/2Misc dt.31.07.2008
4	No.TC-I/2004/201/9Pt.B dt.21.06.2005	27	No.TC-I/2005/201/2 dt.22.23.10.2008
5	Rates Circular No.43 of 2005	28	No.TC-I/2005/201/2Pt.B dt.18.11.2008
6	Rates Circular No.74 of 2005	29	No.TC-I/2005/201/2Pt.B dt.26.11.2008
7	No.TC-I/2005/201/2 dt.09.01.2006	30	No.TC-I/94/114/1-Pt.A dt.10.12.2008
8	Rates Circular No.22 of 2006	31	No.TC-I/2001/223/1Pt.C dt.24.03.2009
9	No.TC-I/2005/201/2 dt.23.3.2006	32	Rates Circular No.35 of 2009
10	Rates Circular No.29 of 2006	33	Rates Circular No.40 of 2009
11	Rates Circular No.38 of 2006	34	Rates Circular No.47 of 2009
12	No.TC-I/2005/201/2Pt.D dt.30.10.2006	35	Corrigendum No.3 to Rates Circular No.21 of 2007
13	Rates Circular No.97 of 2006	36	No.TC-I/2004/201/9 dt.22.09.2009
14	Rates Circular No.106 of 2006	37	TC-I/2010/209/ACC dt.27.01.2011
15	Rates Circular No.109 of 2006	38	Rates Circular No.1 of 2012
16	Rates Circular No.21 of 2007	39	Rates Circular No.8 of 2012
17	Rates Circular No.29 of 2007	40	No.TC-I/94/114/1-Pt.A dt.19.03.2012
18	Rates Circular No.32 of 2007	41	Rates Circular No.23 of 2012
19	Rates Circular No.51 of 2007	42	Rates Circular No.5 of 2013
20	Corrigendum to Rates Circular No.21 of 2007	43	Rates Circular No.18 of 2015
21	Rates Circular No.95 of 2007	44	No.TC-I/2014/201/12 dt.07.07.2015
22	No.TC-I/2005/201/2Pt.B dt.19.12.2007	45	Rates Circular No.25 of 2015
23	Corrigendum No.2 to Rates Circular No.21 of 2007	46	No.TC-I/94/114/1/Pt.A dt.11.08.2015

The guidelines regarding Demurrage, Stabling, Wharfage, Stacking, Waiver and Write off are prescribed in various Board's letters/Circulars. It has been decided to issue Rates Master Circular on the subject by duly consolidating all relevant provisions at one place.

Accordingly, the relevant provisions figuring in the above mentioned Board's letters/circulars and in force as on date have been drawn out and consolidated guidelines on the subject matter are enclosed herewith.

This issues with the concurrence of Finance Directorate of Ministry of Railways.

Latakumari

(Lata Kumari)
Director, Traffic Commercial(Rates)
Railway Board

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No.TC-I/2016/201/1 New Delhi, dt.. .05.2016

Copy to:
1. **FA&CAO**, All Zonal Railways.
2. Dy.C&AG(Rlys), Room No.222, Rail Bhavan, New Delhi.

for **Financial Commissioner/Railways**

No.TC-I/2016/201/1 New Delhi, dt. .05.2016

Copy to:
1. **Chief Commercial Manager**, All Zonal Railways
2. **Chief Operations Manager**, All Zonal Railways
3. **Managing Director**, CRIS, Chanakyapuri, New Delhi-21.
4. **Chief Admn. Officer**, FOIS, N. Rly., Camp: CRIS, Chanakyapuri, New Delhi-21.
5. **General Secy.**, IRCA, New Delhi.(with the request to issue correction slip)
6. **Secretary, RRT**, 5, Dr. P.V. Cherian Crescent Road, Egmore, Chennai-600105.
7. **Director General**, National Academy of Indian Railways, Vadodara
8. **Director, IRITM**, Campus: Hardoi Bye-pass Road, Vill-Kanausi, P.O.-Manaknagar, Lucknow-226011
9. **Chief Commissioner of Railway Safety**, Lucknow.

(Lata Kumari)
Director, Traffic Commercial(Rates)
Railway Board

Copy for information:
CRB, MT, FC, Railway Board
AM(C), AM(T), AM(T&C), AM(IT), Adv(F), Adv.TT/M, Adv(Infra), Adv(Safety), Adv.(Vig./T), EDTC/R, EDPG, EDFM, EDPM, ED(T&C), EDTT(S), EDTT(F), EDFC, ED(S&E), ED(Plg), ED(PPP), ED(PP), DFM, DFC, DDTC(R), Railway Board
TC(R), TC(CR), F(C), TT-III, Safety Branches, Railway Board

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CHAPTER-I

Sub: Guidelines regarding Demurrage and Stabling

(refer Rates Circular No.74 of 2005 & Rates Circular No.97 of 2006)

1.0 DEMURRAGE CHARGE

Demurrage Charge is levied for the detention of railway's rolling stock after the expiry of free time, if any, allowed for such detention.

2.0 FREE TIME FOR LOADING AND UNLOADING OF WAGONS

2.1 Free time for loading and unloading for different types of wagons (either BG or MG) and allowances (if any) at railway terminals (like goods sheds, railway sidings, public sidings) and private/assisted sidings which do not work on Engine-on-load(EOL) basis; seven old steel plants; other steel plants which do not work on Engine-on-load(EOL) basis and freight terminals/sidings/steel plants/goods sheds which work on EOL basis are given in Paras 2.2, 2.3, 2.4 and 2.5, respectively.

2.1.1 As and when new types of wagons are introduced, free time mentioned herein shall automatically apply to the wagons depending upon the type of wagons.

2.1.2 The entire group of wagons placed for loading/unloading shall be treated as one unit for the purpose of levy of demurrage charges i.e. even if one wagon out of the group is detained for loading/unloading beyond the prescribed free time, demurrage will be leviable on all the wagons in the group.

2.1.3 Zonal Railways should make efforts through constant dialogue with Rail users to develop the infrastructure for efficient handling of wagons to reduce the terminal detention and hence improve wagon availability.

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2.2 FREE TIME FOR LOADING/UNLOADING OF WAGONS AT RAILWAY TERMINALS AND PRIVATE/ASSISTED SIDINGS OTHER THAN STEEL PLANTS WHICH DO NOT WORK ON 'ENGINE-ON-LOAD(EOL)' BASIS

2.2(a)	Type of Wagons	Permissible free time (in hours & minutes)			
		MECHANIZED		MANUAL	
		Loading	Unloading	Loading	Unloading
2.2(a)(i)	**OPEN wagons** like BOXN, BOX, BOY, BOI, BOST, BOXNHA, BOXNHS, NBOY etc.	5:00	7:00	9:00	9:00
2.2(a)(ii)	**HOPPER wagons** like BOBS, NBOBS, BOBR, NBOBR, BOBY, NBOBY etc.	5:00	2:30	N.A.	N.A.
2.2(a)(iii)	**FLAT wagons** like BFR, BRH, BRN, BFK, BFKI, BFNS, CONCORD rakes etc.	6:00	N.A.	8:00	8:00
2.2(a)(iv)	**BCNHL wagons** *(refer Rates Circular No.1 of 2012)*	N.A.	N.A.	5:00 (1 to 20 wagons)	5:00 (1 to 20 wagons)
				7:00 (21 to 30 wagons)	7:00 (21 to 30 wagons)
				9:00 (31 to 45 wagons)	9:00 (31 to 45 wagons)
				11:00 (46 wagons & above)	11:00 (46 wagons & above)
2.2(a)(v)	**Covered wagons other than BCNHL**	N.A.	N.A.	5:00 (1 to 20 wagons)	5:00 (1 to 20 wagons)
				7:00 (21 to 30 wagons)	7:00 (21 to 30 wagons)
				9:00 (31 wagons & above)	9:00 (31 wagons & above)
2.2(a)(vi)	**BCFC** *(refer Rates Circular No.25 of 2015)*	12:00	12:00	N.A.	N.A.
2.2(a)(vii)	**TANK wagons** (in all cases other than those specified as black oil) *(refer Rates Circular No.22 of 2006)*	6:00	6:00 (upto 29 wagons) 8:00 (30 wagons & above)	N.A.	N.A.

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	Type of Wagons	Permissible free time (in hours : minutes)			
		MECHANIZED		MANUAL	
		Loading	Unloading	Loading	Unloading
2.2(a)(viii)	**TANK wagons** (black oil viz. light diesel oil, furnace oil, carbon black feed stock, low sulphur heavy stock, heavy petroleum stock, vacuum gas oil etc.) *(refer Rates Circular No.22 of 2006)*	7:00	7:00 (upto 29 wagons) 9:00 (30 wagons & more)	N.A.	N.A.
2.2(a)(ix)	**Military wagons**-KM	N.A.	N.A.	4:00	4:00
2.2(a)(x)	**Military wagons** other than KM wagons like DBKM etc.	N.A.	N.A.	5:00 (upto 20 wagons) 7:00 (21 wagons & more)	5:00 (upto 20 wagons) 7:00 (21 wagons & more)
2.2(b)	**Type of commodity**				
2.2((b)(i)	Container #	3:00	3:00	N.A.	N.A.
2.2(b)(ii)	Consignments handled by Crane*	7:00	8:00	N.A.	N.A.
2.2(b)(iii)	Livestock	N.A.	N.A.	4:00	4:00

This free time is relevant in the case of Indo-Nepal traffic. Permissible free time in case of double operation of container traffic i.e. unloading followed by loading in the same wagons, shall be 5 hours. However, in the case of container commodity handled by sling cranes, the free time for loading/unloading will be 6 hours for single operation and 8 hours for double operation.

* Free time mentioned here will be applicable when consignment is handled by crane, irrespective of the free time prescribed for different types of wagons.

Note:

1. Loading by pay loader is a type of mechanized loading.
2. In cases where both manual and mechanical type of operations are used for loading/unloading of a rake, the more restrictive free time i.e. free time for mechanized loading/unloading will be permitted. *(refer Board's letter No.TC-I/2005/201/2Pt.D dt.30.10.2006)*
3. N.A. stands for 'not applicable'.
4. Loading of stationary wagons through mechanized movable weight-o-meter wagon loader is a type of 'mechanized loading'. *(refer Board's letter No.TC-I/2005 201/2 dt.31.07.2008)*
5. The above mentioned free time will be equally applicable for BG as well as MG wagons. *(refer Rates Circular No.32 of 2007)*

2.2.1 Additional free time in the case of private/assisted sidings:

(refer Rates Circular No.29 of 2007)

(a) In the case of private/assisted sidings which are not notified for charging freight on through distance basis, additional free time given on account of extra shunting for placement, removal etc. should be 2 hours (two hours). However, in cases where the additional free time had been fixed less than 2 hours as per earlier Time & Motions Studies, the same should continue.

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(b) In the case of private/assisted sidings which are notified for charging freight on through distance basis, no additional free time will be granted. However, wherever provision of additional free time is considered warranted by the Zonal Railway, additional free time upto a maximum of two hours may be granted with the recommendation of CCM and COM, concurrence of FA&CAO and approval of GM on case to case basis.

(c) However, whenever additional free time is considered warranted and is granted to a private/assisted sidings which has been notified for charging freight on through distance basis, GM should review the desirability of continuing the through distance arrangement in such sidings.

2.2.2 **Reckoning of free time in case of railway terminals viz.goods shed/railway siding/public siding and such private/assisted sidings where placement/release of rake is done through railway's locomotive**

(refer Rates Circular No.106 of 2006)

(a) If a rake is placed in one spur in one placement:

Free time will be reckoned from the time of placement of the rake. Demurrage will be charged on excess detention which will be calculated as under:

'Excess detention = (time of release time of placement) - free time'

(refer Illustration-1 at Annexure-A)

(b) If a rake is placed in one spur in multiple placements:

The free time will start with the placement of 1st part of the rake. However, intervening periods between the time of completion of loading/unloading of the 1st part and time of placement of 2nd part of the same rake for loading/unloading, between the time of completion of loading/unloading of the 2nd part and time of placement of 3rd part of the same rake for loading/unloading and so on, should be treated as *dies-non*. Demurrage will be charged on excess detention which will be calculated as under:

'Excess detention = (time of release of the last part – time of placement of first part) – free time – total period of *dies non*'

(refer Illustration-2 at Annexure-A)

(c) If a rake is placed in more than one spurs:

Free time for the entire rake will commence from the time of placement of first part of the rake. Demurrage charges will be calculated on the basis of deemed released time of the rake (after adjustment of *dies non* period). A rake will be deemed to have been released at the time at which the last wagon is released irrespective of the group/spur in which this wagon was placed. If the time interval between first placement and subsequent placements (i.e. between 1st placement & 2nd placement, between 1st placement & 3rd placement, and so on) is more than two hours, then such excess time interval of over two hours shall be treated as *dies non*. This *dies non* period, wherever applicable, will be deducted from the actual release time of the respective placements to arrive at deemed release time.

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Demurrage will be charged on excess detention which will be calculated as under:

"Excess detention = (deemed release time of the rake – time of 1st placement) -- free time"

Deemed release time of a placement will be calculated as under:

"Deemed release time of a placement = actual release time of that placement – *dies non*, if applicable"

Deemed released time of the rake will be the time at which the last wagon of the rake is deemed to have been released. For example, if the deemed released time of first placement is 1300 Hours, second placement is 1400 Hours and third placement is 1300 Hours, then 1400 Hours will be the deemed release time of that rake.

(refer Illustration-3 at Annexure-A)

2.2.3 **In case of private/assisted sidings where placement/release of a rake from/to interchange point is done through siding owner's loco**

(refer Rates Circular No.106 of 2006)

In addition to permissible free time for loading/unloading of wagons, Bunching Allowance of 3(three) hours will be permissible as per following conditions:-
Bunching allowance will be allowed for both loading as well as unloading stream of traffic (commodity wise). It will be granted to such rakes which have arrived in bunched manner in excess of the handling capacity of the siding. It will be permitted for calendar day only and will not have cumulative effect i.e. not extendable beyond odd hours. The allowance should be calculated on actual arrival basis. *(refer Illustration-4 at Annexure-A)*

Handling capacity of a siding will be fixed as under:-

- Existing siding: Handling capacity of an existing siding will be the actual handling capacity or deemed handling capacity, whichever is higher. Deemed handling capacity will be the average consumption of rakes per day during 1st January to 30th April escalated by 1.5 times & rounded off to the nearest integer. In exceptional cases, GM may approve fixing of the deemed handling capacity of a siding by rounding off the average consumption of rakes per day to the nearest integer (subjected to minimum of one rake). This should be done on case to case basis with the recommendation of CCM and COM. *(Rates Circular No.95 of 2007)*
- New siding: Handling capacity will be fixed provisionally keeping in view the handling system, production capacity, linkage, deemed handling capacity of similar type of siding etc.
- Handling capacity of a siding thus fixed should be reviewed every year in the Month of May & will be notified for the next year starting from July to June, or at the time of change in infrastructure including handling system, consumption pattern or linkage of the siding, whichever is earlier.

Demurrage on a rake will be charged after allowing the permissible free time for loading/unloading of wagons and bunching allowance, wherever applicable. Grant of free

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time and levy of demurrage on a rake will be linked with the handling capacity of the siding.

2.2.4 **In private/assisted sidings where placement/release of a rake from/to the interchange point is done through siding owner's loco, the reckoning of excess detention when a loaded rake, after unloading, is allotted for back-loading shall be governed by the following guidelines:**

(refer Rates Circular No.8 of 2012)

- The 'excess' detention (for the purpose of levying Demurrage Charge) would be reckoned after the expiry of total of the free time permitted separately for two activities, i.e. first unloading and then loading; total time taken for unloading and loading shall commence from the time of placement of the rake for unloading and conclude at the time the loaded rake is handed back to the railway at the designated point.
- However, additional free time that may presently be extended in such situation, on account of shunting of the rake from the unloading point to the loading point within the siding would no longer be permissible; the time presently allowed for movement of the rake from the interchange point to the siding and vice versa, if any, would continue to be reckoned for calculation of admissible free time for loading/unloading.
- Extant provisions in respect of Bunching Allowance on subsequent rakes shall continue to apply.

2.3 FREE TIME FOR LOADING/UNLOADING OF WAGONS AND ALLOWANCES APPLICABLE IN THE CASE OF SEVEN OLD STEEL PLANTS

Seven old steel plants namely Bhillai Steel Plant, Bokaro Steel Plant, Durgapur Steel Plant, Indian Iron & Steel Co., Rourkela Steel Plant, Tata Iron & Steel Co. and Visakhapatnam Steel Plant will be permitted free time as prescribed below:

Type of wagon	Name of the Steel Plant	Number of wagons	Permissible free time (in hours : minutes)	
			Loading	Unloading
Open wagons	Visakhapatnam Steel Plant	Upto 35	16:00	08:00
		36 & above	18:00	10:00
	Indian Iron & Steel Co.	Upto 35	24:00	16:00
		36 & above	26:00	18:00
	All others	Upto 35	22:00	12:00
		36 & above	24:00	14:00
Flat wagons	All	Upto 35	24:00	12:00
		36 & above	26:00	14:00
Hopper wagons	All *(refer Rates Circular No.40 of 2009)*	Upto 45	N.A.	4:30
		46 & above	N.A.	5:30
Covered wagons	All	Irrespective of the number	24:00	24:00
Tank wagons	All	Irrespective of the number	24:00	24:00

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ALLOWANCES

(a) Terminal Allowance

Terminal allowance of 45 minutes only for pull through trains will be allowed. In case of other rakes, the free time will commence from the time of intimation of completion of the train examination formalities, which will be reckoned as "madeover" time, irrespective of the actual clearance of the load by the plants.

(b) Unfit/Sick Wagon Allowance

If such wagons are received with loaded/empty rakes, 24 hours beyond the permissible free time for unloading/loading would be allowed. In case of sick wagons, allowance should be 24 hours after the wagons are made fit by TXR. The steel plants should return these wagons in the mixed pilot within 24 hours.

(c) Debit/Credit hours

Whenever a Steel Plant is able to handle the wagons in less than the permissible free time, resulting in earning of credit hours, the credit hours so earned will be adjusted to the extent of 100% against the debit hours. The adjustment will be done in every 10(ten) days period across different types of wagons.

For the purpose of adjustment of credit/debit hours, only the permissible free time will be taken into consideration, and not other allowances.

Offsetting of debit hours incurred on any wagon detained inside a Steel Plant beyond 10(ten) days, from the date of its being made over to the Plant, is not permitted.

(d) Block Rake Allowance

Block rake allowance of 10 hours will be permissible for all types of wagons only for the purpose of loading except Visakhapatnam Steel Plant. This allowance is admissible to block rakes only, and not for piecemeal traffic. Visakhapatnam Steel Plant will be permitted block rake allowance of 05 hours only.

(e) Captive Rake Allowance

For the purpose of maintaining the integrity of rakes in interchange transactions with Steel Plants, Captive Rake Allowance of 2 hours will be admissible for only BOXN rakes, which run on crack pattern on Round trip Brake Power Certificate (RBPC). This allowance will not be admissible to Visakhapatnam Steel Plant.

(f) Bunching Allowance

Bunching allowance of 3 hours will be permissible. However, this allowance shall not have cumulative effect.

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2.4 FREE TIME FOR LOADING/UNLOADING OF WAGONS AND ALLOWANCES IN CASE OF STEEL PLANTS OTHER THAN SEVEN OLD STEEL PLANTS

Permissible free time for loading/unloading of wagons and allowances in case of steel plants (other than seven old steel plants) which do not work on 'Engine-on-load(EOL)' will be as under:

Type of wagon	Number of wagons	Permissible free time (in hours:minutes)	
		Loading	Unloading
Open wagons	Irrespective of number of wagons	12:00	8:00
Flat wagons		12:00	8:00
Hopper wagons		N.A	2:30 *(Rates Circular No.109 of 2006)*
BCNHL wagons *(refer Rates Circular No.1 of 2012)*		11:00	11:00
Covered wagons other than BCNHL		10:00	10:00
Tank wagons		9:00	9:00

The above-mentioned free time will be applicable for all booking points/sidings as long as they are located within the same steel plant.

(refer Board's letter No.TC-I/2014/201/12 dt.07.07.2015)

ALLOWANCES

(a) Block Rake Allowance

Block rake allowance of 05 hours will be permissible for all types of wagons only for the purpose of loading. This allowance is admissible to block rakes only, and not for piecemeal traffic. *(refer Illustration in Annexure-D)*

(b) Bunching Allowance

Bunching allowance of 2 hours will be permissible. However, this allowance shall not have cumulative effect. *(refer Illustration in Annexure-D)*

2.5 FREE TIME FOR LOADING/UNLOADING OF VARIOUS TYPES OF BLOCK RAKES IN THE CASE OF FREIGHT TERMINALS/SIDINGS/STEEL PLANTS/GOODS SHEDS WORKED ON 'ENGINE-ON-LOAD(EOL)' BASIS:

(refer Rates Circular No.23 of 2012 & Rates Circular No.18 of 2015)

Type of rake	EOL free time (in hours:minutes)	
	Loading	Unloading
Open Rake (BOXN etc.)	3:00	5:00
Hopper Rake (BOBR etc.)	3:00	2:00
Covered Rake (BCN etc.)	6:00	6:00
Tank Rake (BTPN etc.)	5:00	5:00
Flat rake (BRN, BFN, CONCORD etc.).	6:00	6:00

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Free time will be reckoned from the time of placement of rake. If at any terminal, additional shunting time etc. is permissible at present (for example, from exchange yard to siding and back) the same would continue.

3.0 RATES OF DEMURRAGE CHARGE

3.1 Demurrage charge shall be levied @Rs.150/- per 8-wheeled wagon per hour, or part of an hour, for detention of wagon in excess of the permissible free time for loading or unloading.

(refer Rates Circular No.5 of 2013)

3.2 The rates of demurrage charges prescribed above shall be applicable equally to all types of 8-wheeled goods wagons and coaching vehicles (other than passenger vehicles), irrespective of their carrying capacities.

3.3 The rates of demurrage charge in respect of 4-wheeled wagons/vehicles shall be half of the rates prescribed for the 8-wheeled wagons/vehicles.

3.4 PENAL DEMURRAGE CHARGE

3.4.1 In case excessive congestion takes place at any terminal/steel plant, CCM/COM/DRM can increase the demurrage rates, even at progressively increasing rate subject to a maximum of six times of the prevalent rate. This penal demurrage rates should be implemented only after giving wide publicity and due notice of 48 hours and should be applicable for the notified period.

3.4.2 The rates can be increased by say, 2 times or 3 times or so on, and not necessarily six times at one go in all cases. In fact, Railway may decide to levy variable rates like 2 times for first three hours detention, 3 times for next twelve hours detentions and so on and so forth. Railway must judiciously evaluate the situation and the rates should be increased on merit to the extent considered justified. Levy of six times rate should be resorted only when the situation becomes very alarming.

(refer Board's letter No.TC-I/2005/201-2 Dt.22/23.10.2008)

4.0 UNIFORM WORKING HOURS AND BUSINESS HOURS FOR RAILWAY GOODS SHED/SIDING - INCENTIVE FOR EXTENDED WORKING HOURS AND IMMEDIATE REMOVAL OF GOODS

(refer Rates Circular No.40 of 2004)

4.1 The working hours and business hours of all railway terminals is 06.00 to 22.00 Hours. General Manager of Zonal Railways is empowered to introduce the 'round-the-clock working' on case to case basis after analyzing traffic handled at railway terminal and possible improvement in wagon-turn-round. The business hours in such case should also be extended suitably to cater to 'round-the-clock' working.

4.2 Railway should make all out efforts to get the rakes released expeditiously. For this purpose, the working hours of the railway terminals may be extended beyond 22.00 hours even by a few hours on a regular basis or even on day to day basis.

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4.3 As an introductory incentive for the consigners/consignees to release the rakes during the extended night hours beyond 22.00 hours, only 50% of the time taken between 2200 hours to 06.00 hours or the time upto which the working hours have been extended should be reckoned for calculation of free time for loading, unloading or removal of consignments from the Railway premises. This incentive is admissible for calculation of both Demurrage and Wharfage on the same rake concurrently.

(refer Board's letter No.TC-I/94/114/1Pt.A dt.11.08.2015)

4.4 The incentive is also be applicable in the case when a rake is placed during 22.00 - 06.00hours. However, in case when rake is placed during 06.00 to 22.00 of a day, the incentive is permissible only when normal free time prescribed for loading/unloading or removal of consignment from Railway premises expires after 22.00 hours and if normal free time expires at or before 22.00 hours, the incentive shall not be permissible. The incentive shall be permitted only for the first night of loading/unloading or removal of consignment from Railway premises, and not for the detention of wagons during subsequent nights. *(refer Illustrations at Annexure-B)*

(refer Board's letter No.TC-I/94/114/1-pt.A dt.10.12.2008 & dt.19.03.2012)

4.5 The incentive will not be permitted to private/assisted sidings and to the customers who opt TIELS at goods sheds. *(refer Rates Circular No.29 of 2006)*

4.6 Inordinate detention to wagons placed for unloading is sometimes caused in the goods sheds due to goods unloaded from an earlier rake lying on the ground, blocking the space for further unloading. In order to expedite removal of the goods unloaded from a rake, it has also been decided that a grace period of two hours beyond the prescribed permissible free time for unloading for different types of rakes would be permitted in the goods sheds for immediate removal of the entire goods unloaded from the rake within the extended grace period of two hours. However, if a consignee does not clear the entire goods unloaded from the rake within the extended grace period of two hours Demurrage will be leviable as per the prescribed permissible free time and no grace period in free time will be granted.

4.7 Suitable infrastructure should be created by Zonal Railways. Proper arrangement should be made for security of goods and railways cash etc. Special emphasis should be laid on arranging sufficient lighting at railway terminals for ensuring safe and quick loading/unloading of wagons. Attention to approach road and other required facilities should also be put in place.

5.0 LEVY OF DEMURRAGE CHARGE IN CASE OF MULTIPARTY/MULTI-CONSIGNOR OR MULTI-CONSIGNEE RAKES

(refer Rates Circular No.43 of 2005)

5.1 Multiparty/multi-consignor/multi-consignee rake(s) shall be treated as a unit for the purpose of free time for loading/unloading and levy of demurrage.

5.2 Free time for loading/unloading as permissible to the entire rake should be allowed.

5.3 If detention of the rake is caused beyond the permissible free time, then, demurrage charges should be leviable on the entire rake, even if some of the wagons are released

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within the free time, actually drawn out & dispatched or used for back-loading or which could be removed in one shunt without disturbing the wagons which were under operation of loading/unloading.

5.4 The consignor(s)/consignee(s) who have detained their respective groups of wagons beyond the permissible free time should be made accountable for the detention and demurrage charges should be collected from him/them for the detention of the groups of wagons allowed to him/them.

5.5 Demurrage on the entire rake should be collected from the last party (who is responsible for the detention of the rake) after deducting Demurrage, if any, collected from other consignor(s)/consignee(s)/endorsee(s).

6.0 GUIDELINES FOR LEVY OF STABLING CHARGE AND DEMURRAGE CHARGE ON PRIVATELY OWNED WAGONS

(refer Rates Circular No.97 of 2006)

6.1 Stabling charge is levied for detention of privately owned stock at a railway premise in any of the following circumstance:

- when party is unable to receive such stock in their siding
- when party declines to accept such stock in their siding

6.2 Privately owned wagons includes wagons procured under "Own Your Wagon scheme(Category-C)", Defence owned stock, wagons owned by container operators*,etc.

6.3 Rate of Stabling Charge will be Rs.500/- per wagon per day or part of a day, from the time of arrival to the time of removal.

(refer Rates Circular No.5 of 2013)

6.4 The rate of Stabling Charge will be uniform for all types of wagons (either BG/MG or 4-wheeler/6 wheeler/8 wheeled/12 wheeler etc.).

6.5 When privately owned stock is detained in the private siding or in a railway siding meant for handling such stock, no Stabling/Demurrage charge will be levied.
*[*In case of Concessionaire's train, the procedure for calculating Stabling Charge will continue to be governed by T.T. Dte.'s letter No.2008/TT-III/3/20 dt.29.09.2008(and as amended from time to time)].*

7.0 GUIDELINES FOR LEVY OF DEMURRAGE CHARGE ON WAGONS PROCURED UNDER "OWN YOUR WAGON SCHEME (CATEGORY-A & B)" OR JOINTLY OWNED WAGONS

(refer Rates Circular No.97 of 2006)

7.1 **Wagons procured under "Own Your Wagon scheme (Category- A & B)" or under "Wagon Investment Scheme(WIS)":**
In the case of wagons procured under "Own Your Wagon Scheme (Category-A & B)" or under "Wagon Investment Scheme(WIS)", extant free time &Demurrage Rule as applicable for detention of railway owned stock by normal rail users (i.e. other than steel plants) will be applicable.

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7.2 **Jointly owned wagons:**
In the case of jointly owned wagons, extant free time and Demurrage rules as applicable for detention of railway owned stock by normal rail users (i.e. other than steel plants) will be applicable. However, Demurrage Charge will be levied @50% of the rate of Demurrage Charge.

8.0 MISCELLANEOUS

8.1 Demurrage rule is applicable in case of dummy wagons attached to ODC rakes.
(refer Board's letter No.TC-I/2005/201/2 dt.09.01.2006)

8.2 Sundays are reckoned (i.e. Sundays are not treated as dies non) for the purpose of levy of Demurrage at all freight terminals including stations/goods sheds which are notified as 'Notified Stations' in terms of Section 89 of the Railways Act. 1989.
(refer Board's letter No.TC-I/2001/223/1 dt.24.03.2009)

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CHAPTER-II

Sub: Guidelines regarding Wharfage and Stacking

(refer Rates Circular No.21 of 2007)

1.0 WHARFAGE CHARGE

1.1 Wharfage Charge is leviable on goods/consignment not removed from railway premises after the expiry of free time. It is leviable for detention of goods at railway's premise like railway station, platform, goods shed, godown, railway siding or any other type of railway's wharf. However, it is not leviable for detention of goods in railway's wagon or at private siding.

(refer Board's letter No.TC-I/2005/201/2Pt.B dt.26.11.2008)

1.2 Wharfage is not leviable on the consignment held by Railway administration on lien in terms of Section 83 of Railways Act 1989.

2.0 CLASSIFICATION OF RAILWAY PREMISES

2.1 Railway Premises (Goods Sheds, Stations etc.) will be classified into three groups as prescribed below on the basis of average number of rakes dealt with during the period from 1st January to 30th April.

Group I	More than 12 rakes per month
Group II	7 rakes to 12 rakes per month
Group III	less than 7 rakes per month

2.2 Classification should be reviewed every year in the month of May on the basis of 'average number of rakes dealt with per month during 1st January to 30th April' or 'the average number of rakes dealt with per month during 1st May(of previous year) to 30th April' whichever is higher. The same should be notified for the period July to June.

(refer Corrigendum No.3 to Rates Circular No.21 of 2007)

2.3 There may be cases where traffic pattern changes and railway administration feels that there is need for midterm revision in the classification of a goods shed/station. For upgrading the category of a Railway premise (i.e. from Group-II to Group-I or from Group-III to Group-II), CCM/COM may take a decision based on the recommendation of Sr.DCM/Sr.DOM of the concerned Division. However, for downgrading the category of a Railway premise (i.e. from Group I to Group II or from Group II to Group III), Zonal Railway will send such proposals to Board.

(refer Corrigendum No.3 to Rates Circular No.21 of 2007)

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3.0 PERMISSIBLE FREE TIME FOR REMOVAL OF GOODS FROM RAILWAY PREMISES

(refer Corrigendum No.3 to Rates Circular No.21 of 2007)

3.1 Free time for removal of goods from railway premises will be as under:

(a) Goods stacked in goods sheds etc. waiting to be loaded in wagons/rake

Group I	12 working hours from the expiry of free time for loading of wagons/rake
Group II	15 working hours from the expiry of free time for loading of wagons/rake
Group III	30 working hours from the expiry of free time for loading of wagons/rake

(b) Goods unloaded from wagons/rake waiting to be removed from goods shed etc.

Group I	12 working hours from the expiry of free time for unloading of wagons/rake
Group II	15 working hours from the expiry of free time for unloading of wagons/rake
Group III	30 working hours from the expiry of free time for unloading of wagons/rake

3.2 Free time for removal of consignment from railway's premise will be reckoned after the expiry of the permitted free time for unloading of the rake, irrespective of the fact whether the unloading of rake is done in single placement or multiple placements.

(refer Board's letter No.TC-I/2005/201/2Pt.B dt.19.12.2007)

3.3 In case free time for removal expires even before the beginning of unloading of the consignment from a rake, Wharfage will be levied for the period from the commencement unloading of consignment on Railway premises till its removal.

(refer Board's letter No.TC-I/2005/201/2Pt.B dt.19.12.2007)

3.4 In case free time for loading/unloading of a rake and free time for removal of consignment had expired, loading/unloading of wagons is going on and the consignment has not been removed within the free time for removal, both Demurrage (for detention of rake beyond free time for loading/unloading) and Wharfage (for detention of consignment on railway premise beyond free time for removal) will be levied.

(refer Board's letter No.TC-I/2005/201/2Pt.B dt.19.12.2007)

3.5 National Holidays, namely 26th January, 15th August and 2nd October will not be reckoned while calculating free time for removal of goods from railway premises and for charging Wharfage except in the case of live stock, perishable goods and goods loaded/unloaded at such stations/goods sheds which are notified as 'Notified Station' for removal of goods without delay.

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3.6 Sundays are reckoned (i.e. Sundays are not treated as dies non) for the purpose of levy of Wharfage at all railway premises including goods sheds/stations which are notified as 'Notified Stations' in terms of Section 89 of the Railways Act, 1989.

(refer Board's letter No.TC-I/2001/223/1Pt.C dt.24.03.2009)

4.0 RATES OF WHARFAGE CHARGE

(refer Rates Circular No.5 of 2013)

Wharfage Charge will be levied on per wagon per hour basis uniformly for all types of wagons, whether 4 wheeler or 8 wheeler or any other type.

Group I	Rs.150/- per wagon per hour or part thereof
Group II	Rs.120/- per wagon per hour or part thereof
Group III	Rs.75/- per wagon per hour or part thereof

5.0 WHARFAGE RULES IN CASE OF LIVESTOCK BOOKED UNDER GOODS TARIFF

5.1 Free time for removal of livestock (booked under Goods Tariff) from Railway premises will be as under:

(a) Livestock waiting to be loaded in wagons/rake
3 hours from the expiry of free time for loading of wagons/rake

(b) Livestock unloaded from wagons/rake waiting to be removed from goods shed etc.
3 hours from the expiry of free time for unloading of wagons/rake

5.2 Rate of Wharfage Charge in the case of livestock (booked under goods tariff) will be Re.5/- per head per hour or part thereof. However, rail customers should remove their livestock from railway premises within 12 hours of their unloading at destination station/goods shed. In case rail customer fails to do so Railway administration may dispose them off in the manner provided in Clause(a) of Sub-section (2) of Section 83 of Railways Act 1989.

6.0 Levy of Higher Wharfage Charges

6.1 In cases of excessive congestion or regularity of excessive congestion at any terminal, CCM/DRM can notify Higher Wharfage Charges up to six times the prevailing rates applicable for first 24 hours. Higher Wharfage Charge should be implemented only after giving a due notice of 48 hours and wide publicity and should be applicable only for the notified period.

6.2 The rates can be increased by say, 2 times or 3 times or so on, and not necessarily six times at one go in all cases. In fact, Railway may decide to levy variable rates like 2 times for first three hours detention, 3 times for next twelve hours detentions and so on and so forth. Railway must judiciously evaluate the situation and the rates should be increased on merit to the extent considered justified. Levy of six times rate should be resorted only when the situation becomes very alarming.

(refer Board's letter No.TC-I/2005/201/2 Dt.22/23.10.2008)

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7.0 Guidelines for advance stacking at Railway premises

7.1 Advance stacking of goods at railway premises may be permitted by Zonal Railways without levy of any charge for this purpose.

7.2 DRMs will notify detailed instructions for advance stacking of goods at stations on their divisions in accordance with the guidelines prescribed herein. Such instructions should *inter alia* include names of stations/goods sheds where advance stacking will be permitted, number of days for which stacking can be permitted, type of commodities which can be stacked/restricted etc.

7.3 Permission for advance stacking will be granted to such rail users only, who have indented for the wagons.

7.4 Rail users desirous of availing the facility of advance stacking, will apply for advance stacking duly furnishing the details of indent and an undertaking that the stacking will be done at their own risk and responsibility. No claims for loss, damage, pilferage etc. arising out of stacking will be admissible.

7.5 Advance stacking will be permitted up to such maximum period as specified in the detailed instructions issued by the Division in terms of Para 7.2 above. Divisions may specify different stacking periods for different stations depending upon the number of rakes handled, but in no case the stacking period will exceed five days.

7.6 Sr. DCMs, in consultation with Sr. DOMs, will be authorized to grant permission for advance stacking up to a maximum period of five days. Permission for advance stacking may be granted keeping in view the traffic pattern, number of rakes handled, availability of space etc. at the station/goods shed concerned. Advance stacking should not lead to hold up of other inward and outward traffic.

However, in exceptional cases where additional traffic and additional earning will accrue, permission may be granted for advance stacking for more than 5 days on case to case basis. Permission for advance stacking for period upto 10 days must be granted with the approval of DRM on recommendation of Sr.DCM & Sr.DOM, and for the period beyond 10 days with the approval of GM on recommendation of CCM & COM.

(refer Corrigendum to Rates Circular No.21 of 2007)

7.7 Wagons will be supplied against the registered indent only after expiry of the permitted time for advance stacking or completion of stacking, whichever is earlier. After supply of wagons and expiry of free time for loading, Wharfage charge will be levied on goods/consignment which has not been removed from railway premises after the expiry of permitted free time.

(refer Board's letter No.TC-I/2005/201/2/Pt.B dt.18.11.2008)

7.8 Once advance stacking permission has been granted, cancellation of indents will not be permissible upto fifteen days from the 1st day of advance stacking. In case Rail User

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cancels the indent within the aforesaid period. Stacking Charge will be levied for the whole period of stacking.

7.9 However, if a Rail User cancels his indent after fifteen days from the 1st day of advance stacking and the wagons have not been supplied till such time, no stacking charge will be levied. In such a case, consignment should be removed within 24 hours of the cancellation of indent, else it will attract levy of Wharfage charge for period beyond 24 hours of the cancellation of indent.

7.10 Records of particulars (e.g. date, time etc.) should be maintained in all cases where advance stacking has been permitted.

7.11 No Stacking Charge will be levied till the supply of wagons, even if supply of wagons is not done immediately after completion of stacking or lapse of advance stacking period.

7.12 Stacking Charge will be levied at the prevailing rates of Wharfage Charge.

(Note: Illustration to Wharfage and Stacking rules is given at Annexure-C)

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CHAPTER-III

Sub: Guidelines regarding Waiver and Write off

(refer Rates Circular No.39 of 2004)

1.0 Power of officers to waive Demurrage or Wharfage charge

	Designation of officer	Maximum amount of Demurrage per wagons which can be considered by an officer	Maximum amount of Wharfage per consignment which can be considered by an officer
1	**GM**	**Full powers**	**Full powers**
2	CCM (Co-ordinating HOD in Commercial Department)	Rs.1.00,000/-	Rs.1.00,000/-
3	DRM	Rs.25,000/-	Rs.25,000/-
4	CTM/Sr. DCM/ DCM working as Branch Officer	Rs.6,000/-	Rs.6,000/-
5	DCM/DTM/Area Officer in senior scale	Rs.600/-	Rs.1,200/-
6	ACM/ATM/Area Officer in junior scale	Rs.300/-	Rs.300/-

1.1 The powers of waiver of Wharfage indicated in the table above will be on consignment-basis except in the case of trainload consignment where it will be applicable on per wagon basis. In the case of trainload consignment, the application for waiver of Wharfage for a particular rake will be considered by the authority who is competent to deal with the highest amount of Wharfage accrued per wagon of that rake.

(refer Rates Circular No.47 of 2009)

1.2 Where Demurrage cases are being handled by Officers of Operating Department, CCM/Sr.DCM etc. will mean COM/Sr.DOM etc.

1.3 The cases for waiver should not be dealt by an officer below the level of an officer competent to deal with the case as per the schedule of powers given in the above table. Say, CCM will not deal with such case where GM is the competent authority. Since waiver of Demurrage/Wharfage is discretionary power, CCM cannot recommend percentage of waiver, instead, he will only put up facts of the case and give his remarks on the customer's application/appeal.

(refer Board's letter No.TC-I/2004/201/9 dt.22.09.2009)

1.4 Prior Finance concurrence will be required for waiver of Demurrage/Wharfage charges above Rs.25,000/- per wagon/per consignment respectively. Cases submitted to General Manager should be routed through the Co-ordinating HOD of the Commercial Department and FA&CAO of the Zonal Railways, irrespective of the amount involved.

(refer Board's letter No.TC-I/2004/201/9 dt.22.09.2009)

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2.0 Waiver

2.1 Due care should be taken in preparation of the Demurrage/Wharfage bills at the first instance to obviate recasting of bills subsequently on representation by the customer or otherwise.

2.2 In case the consignor/consignee feels that Demurrage/Wharfage was due to reasons beyond his control he could apply for waiver giving all relevant details with documentary evidence wherever necessary.

2.3 First application for waiver of Demurrage or Wharfage should be submitted to the Station Manager/Goods Supervisor within 10(ten) days from the date upto which these charges had accrued.

2.4 In case of Wharfage, the consignor/consignee should first remove the consignment from the railway premises, deposit the amount of Wharfage charges and submit the original proof of such payment along with his application while preferring for waiver at the first instance itself. However, in case of regular rail users, instead of prepayment of Wharfage, FDR of appropriate value may be collected either on a case to case basis or in lumpsum (to be decided by DRMs in consultation with Sr.DFMs) depending on the value of Wharfage that accrues on the consignment of such users. In exceptional circumstances involving *force majeure* conditions, GMs may condone the provision for prepayment/collection of FDR. This power of GM will not be further delegated.

(refer Rates Circular No.51 of 2007)

2.5 The concerned Station Manager/Chief Goods Supervisor will forward the application of waiver of Demurrage or Wharfage to the Divisional Officer together with the factual position and remarks within 3(three) days of the receipt of the application.

2.6 In case of large sidings, like those of power houses, steel plants etc., the time limit for preferring the first application for waiver of Demurrage Charge will be the next month implying that application for waiver of Demurrage Charges accrued in one month should be submitted latest within the next month.

2.7 The delay beyond 10 days/next month period as mentioned above can be condoned only with the personal approval of the Divisional Railway Manager/Chief Commercial Manager (coordinating HOD) depending upon whether the powers to deal with the case lies at Divisional or Zonal level and after having ascertained that the reasons for the delay given in the application are satisfactory. Application for condonation of delay in preferring an appeal for waiver of Demurrage, however, shall be entertained only after the Demurrage Charges have been paid in full and the application is supported with proof of such payment. An application for condonation of delay once regretted either by DRM or by CCM(coordinating HOD) will not be reconsidered at any level.

(refer Board's letter No.TC-I/2004/201 9 dt.16.05.2008)

2.8 The circumstances, which lead to accrual of Demurrage/Wharfage charges, can be broadly grouped in three categories as under:

(i) Reasons within the control of the consignor/consignee.

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(ii) Reasons beyond the control of consignor/consignee like labour strike, transportation strike, general bandhs, agitations, riots, curfew, fire, explosion, heavy rains or other abnormal/unforeseen circumstances.
(iii)Act of God, act of War and act of public enemies.

2.9 In case of Category (i), waiver should normally be not done. However, if at all waiver is to be granted on justified and meritorious facts, speaking orders should be recorded in all such cases. As regards case pertaining to Category (ii) or Category (iii), waiver can be considered on merits of individual case.

2.10 The powers for waiver as mentioned above should be exercised judiciously keeping in view the merits of each case as per instructions contained in this letter. The waiver should not be granted in a routine manner.

2.11 Whenever the waiver exceeds 50% of the powers conferred on an officer, reasons for such waiver should be recorded in writing.

2.12 In the case of large sidings, like those of power-houses, where demurrage is not waived on wagon to wagon or daily basis, speaking orders need not be recorded for each consignment/wagon. It would be sufficient if broad reasons are given in support of such periodical waiver after analyzing the broad causes of such detentions.

2.13 The causes for accrual of frequent demurrage/wharfage charges from a particular Goods Shed or a siding or a consignor/consignee should be analyzed periodically. Remedial steps including provision of infrastructural facilities should be taken to reduce the detention to rolling stock and prompt removal of goods from the Railway premises.

3.0 Appeal against orders of waiver

3.1 A consignor/consignee can prefer an appeal to a higher authority in case he is not satisfied with the decision of the lower authority. The Station Manager/Chief Goods Superintendent should forward the appeal to the Divisional authorities within 3 (three) days of the receipt of the appeal.

3.2 However, before preferring an appeal for waiver of demurrage charges, he is required to deposit the amount of demurrage charges not waived. The original proof of such should be submitted alongwith the appeal.

3.3 An appeal against the order of lower authority should be preferred within 30(thirty) days of the date when the decision of the lower authority is communicated.

3.4 A maximum of only two appeals can be made against the decision of the lower authorities.

3.5 In all cases where a change is made by the appellate authority against the decision taken earlier, speaking orders should be recorded by the appellate authority.

4.0 The waiver of demurrage/wharfage charge should be dealt as per the instructions contained

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in this letter.

5.0 Refund

5.1 No direct refund of Demurrage/Wharfage charge should be made unless proper procedure for waiver as laid in this letter has been followed. While granting refund of Wharfage or Demurrage Charges due cognizance should be taken of the quantum of waiver already allowed in each case.

(refer Board's letter No.TC-I/2004/201/9Pt.B dt.21.06.2005)

5.2 For any refund of Wharfage or Demurrage prior account verification as distinct from Finance concurrence is required to be done to establish that the amount to be refunded has actually been received by the Railway. Such refunds would be subject to post check by the Finance. No prior Finance concurrence would be required in these cases.

(refer Rates Circular No.3 of 2008)

5.3 Refund of waived amount of Demurrage/Wharfage Charge should be made expeditiously through Pay Order/Cheque by Commercial Department of the Division.

(refer Board's letter No.TC-I/2010/209/ACC dt.27.01.2011)

6.0 If it is felt that the rules for accrual/waiver of Demurrage/Wharfage Charge need review, the same should be recommended by the GM to this office with the observations of the Associate Finance.

7.0 Waiver of Stacking Charge

(refer Rates Circular No.21 of 2007)

Extant rules for waiver of Wharfage charge will continue to apply in the case of waiver of stacking charge also.

8.0 Waiver of Stabling Charge

(refer Rates Circular No.38 of 2004)

Stabling Charge leviable on privately owned wagons or wagons procured under Own Your Wagon Scheme (Category 'C') should not be waived except to the extent of Force Majeure Conditions - *viz.* Act of God, Act of war or Act of public enemies.

9.0 Write off of Demurrage/Wharfage

(refer Rates Circular No.38 of 2006)

The extant power of waiver of Demurrage/Wharfage charge is also applicable in case of write off of Demurrage/Wharfage charges. However, the write off should be done in exceptional cases and in extremely extenuating circumstances where chances of recovery are remote due to the fact that the defaulting party is not traceable, or has wound up his business, or has become insolvent, etc.

10.0 Write off of Stacking Charge

(refer Rates Circular No.35 of 2009)

The guidelines regarding write off of Wharfage Charge is also applicable for write off of Stacking Charge also.

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Annexure-A

Illustrations with respect to Para 2.2.2 of Rules regarding Demurrage and Stabling

Illustration No.1

Particular of rake	Time of arrival	Time of placement	Time for reckoning of free time	Time of release	Excess detention = (time of release – time of placement) – free time
A BOXN rake is placed in one spur in one placement	10.00	10.00	10.00	20.00	(20.00 – 10.00) – 9hrs. = 1hr.
A BCN rake is placed in one spur in one placement	11.55	12.00	12.00	23.00	(23.00 – 12.00) – 9hrs. = 2hrs.

Illustration No.2

Particular of rake	Time of arrival	Time of placement		Time of release		Period of dies non	Excess detention = (time of release of the last part – time of placement of first part) – free time – total period of dies non
A BCN Rake is placed in one spur in three placements at goods shed 'X'	06.00	Part	Time	Part	Time		(24.00 – 06.45) – 9 hrs. – 40 min. = 7 hrs. 35 min.
		1st part	06.45	1st part	12.15	-	
		2nd part	12.30	2nd part	17.00	12.30 – 12.15 = 15 min.	
		3rd part	17.25	3rd part	24.00	17.25 – 17.00 = 25 min.	
		Total period of dies non				15 min. + 25 min. = 40 min.	
A BOXN rake is placed in one spur in two placements at siding 'Y'	10.00	Part	Time	Part	Time		(23.00 – 10.15) – 9 hrs. – 15 min. = 3 hrs. 30 min.
		1st part	10.15	1st part	17.15	-	
		2nd part	17.30	2nd part	23.00	17.30 – 17.15 = 15 min.	
		Total period of dies non				15 min.	

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Annexure-A

Illustrations with respect to Para 2.2.2 of Rules regarding Demurrage and Stabling

Illustration No.3

Particular of rake	Time of arrival	Time of placement		Actual release time		Dies non = (time of subsequent placement – time of 1st placement) – 2 hrs.	Deemed release time = actual release time – dies non		Excess detention = (deemed release time of the rake – time of placement of 1st part) – free time
A rake consisting of 58 BOXN wagons is placed in three spurs at goods shed 'A'	06.00	Spur	Time	Spur	Time		Spur	Time	(18.15 – 06.30) – 9 hrs. = 2 hrs. 45 min.
		1st spur	06.30	1st spur	12.15	-	1st spur	12.15	
		2nd spur	07.00	2nd spur	17.00	0 as (07.00 – 06.30) < 2 hrs.	2nd spur	17.00 – 0 = 17.00	
		3rd spur	10.15	3rd spur	20.00	1 hr. 45 min. as (10.15 – 06.30) – 2 hrs. = 1 hr. 45 min.	3rd spur	20.00 – 1 hr. 45 min. = 18.15	
A rake consisting of 45 BCN wagons is placed in two spurs at goods shed 'B'	08.00	1st spur	08.30	1st spur	20.00	....	1st spur	20.00	(20.00 – 08.30) – 9 hrs. = 2 hrs. 30 min.
		2nd spur	09.00	2nd spur	17.00	0 as (09.00 – 08.30) < 2 hrs.	2nd spur	17.00 – 0 = 17.00	
A rake consisting of 45 BCN wagons is placed in three spurs at goods shed 'C'	06.15	1st spur	06.30	1st spur	17.00	....	1st spur	17.00	(18.30 – 06.30) – 9 hrs. = 3 hrs.
		2nd spur	09.00	2nd spur	19.00	30 min. as (09.00 – 06.30) – 2 hrs. = 30 min.	2nd spur	19.00 – 30 min. = 18.30	
		3rd spur	10.00	3rd spur	18.00	1 hr. 30 min. as (10.00 – 06.30) – 2 hrs. = 1 hr. 30 min.	3rd spur	18.00 – 1 hr. 30 min. = 16.30	

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Annexure-A

Illustration with respect to Para 2.2.3 of Rules regarding Demurrage and Stabling

Illustration No.4

(a) In case five rakes have arrived for unloading at siding 'P' whose handling capacity is one rake per day. The made-over time of trains after granting bunching allowance would be as under:

Number of rakes	Actual arrival time (in Hours)	affecting bunching allowance	Due made-over time (in Hours)
1st	1600	Nil	1600
2nd	1800	1600+3 hrs.=1900	1900
3rd	1900	1800+3 hrs.=2100	2100
4th	2230	1900+3 hrs.=2200	2230
5th	2300	2230+3hrs.=0130(next day)	2400

(b) In case six rakes have arrived at siding 'Q' whose handling capacity is two rakes per day, then no bunching allowance will be granted to the 1st two rakes. Subsequent rakes will be distributed among two tipplers and bunching allowance will be granted tippler-wise thereafter subject to arrival of rakes in bunched manner as under:

Rake No.	Actual arrival time (in Hours)	Rake distribution	affecting bunching allowance	Due made-over time (in Hours)
1st	0600	Tippler No.1	Nil	0600
2nd	0700	Tippler No.2	Nil	0700
3rd	0800	Tippler No.1	0600+3hrs.=0900	0900
4th	0900	Tippler No.2	0700+3hrs.=1000	1000
5th	1200	Tippler No.1	0800+3hrs.=1100	1200
6th	1400	Tippler No.2	0900+3hrs.=1200	1400

(c) In case eight rakes have arrived at siding 'R' whose handling capacity is four rakes per day. No bunching allowance will be granted to the 1st four rakes. Subsequent rakes will be distributed among four handling points and bunching allowance will be granted handling points-wise thereafter subject to arrival of rakes in bunched manner as under:

Rake No.	Actual arrival time (in Hours)	Rake distribution	affecting bunching allowance	Due made-over time (in Hours)
1st	0600	Handling point No.1	Nil	0600
2nd	0700	Handling point No.2	Nil	0700
3rd	0800	Handling point No.3	Nil	0800
4th	0900	Handling point No.4	Nil	0900
5th	0930	Handling point No.1	0600+3hrs.=0900	0930
6th	1000	Handling point No.2	0700+3hrs.=1000	1000
7th	1045	Handling point No.3	0800+3hrs.=1100	1100
8th	1100	Handling point No.4	0900+3hrs.=1200	1200

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Annexure-B

Illustrations with respect to Para 4.4 of Rules regarding Demurrage and Stabling

Illustration (1): at goods shed with round the clock working

Time of placement of rake	Time of release of the rake	Permissible free time	Free time expires at	Whether incentive (to reckon only 50% of the time as free time) is permissible	Duration of detention of rake	Actual duration of detention	Time to be reckoned after allowing incentive	Time for which Demurrage will be levied after granting incentive, if applicable
10.00	09.30 of the subsequent day	9 hrs. (say)	Before 22.00 (i.e. at 19.00)	No	10.00 to 22.00	12 hrs.	12 hrs.	12 hrs. – 9 hrs. = 3 hrs.
					22.00 to 06.00	8 hrs.	8 hrs.	8 hrs.
					06.00 to 09.30	3 ½ hrs.	3 ½ hrs.	3 ½ hrs.
					Total			14 ½ hrs.

Illustration (2) at goods shed with round the clock working

Time of placement of rake	Time of release of the rake	Permissible free time	Free time expires at	Whether incentive (to reckon only 50% of the time as free time) is permissible	Duration of detention of rake	Actual duration of detention	Time to be reckoned after allowing incentive	Time for which Demurrage will be levied after granting incentive, if applicable
14.00	08.00 of subsequent day	8 hrs. (say)	At 22.00	No	14.00 to 22.00	8 hrs.	8 hrs.	8 hrs. – 8 hrs. = 0
					22.00 to 06.00	8 hrs.	8 hrs.	8 hrs.
					06.00 to 08.00	2 hrs.	2 hrs.	2 hrs.
								10 hrs.

Illustration (3) at goods shed with round the clock working

Time of placement of rake	Time of release of the rake	Permissible free time	Free time expires at	Whether incentive (to reckon only 50% of the time as free time) is permissible	Duration of detention of rake	Actual duration of detention	Time to be reckoned after allowing incentive	Time for which Demurrage will be levied after granting incentive, if applicable
15.00	10.00 of subsequent day	9 hrs. (say)	Beyond 22.00	Yes	15.00 to 22.00	7 hrs.	7 hrs.	7 hrs. – 9 hrs. = - 2 hrs.
					22.00 to 06.00	8 hrs.	8/2 = 4 hrs.	4 hrs. – 2 hrs. of remaining free time = 2 hrs.
					06.00 to 10.00	4 hrs.	4 hrs.	4 hrs.
					Total			6 hrs.

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Annexure-B

Illustrations with respect to Para 4.4 of Rules regarding Demurrage and Stabling

Illustration (4): at goods shed with round the clock working

Time of placement of rake	Time of release of the rake	Permissible free time	Free time expires at	Whether incentive (to reckon only 50% of the time as free time) is permissible	Duration of detention of rake	Actual duration of detention	Time to be reckoned after allowing incentive	Time for which Demurrage will be levied after granting incentive, if applicable
15.00	10.00 on day after subsequent day	9 hrs. (say)	Beyond 22.00	Yes. but only for the first night of loading/unloading	15.00 to 22.00	7 hrs.	7 hrs.	7 hrs. – 9 hrs. = - 2 hrs.
					22.00 to 06.00	8 hrs.	8/2 = 4 hrs.	4 hrs. – 2 hrs. of remaining free time = 2 hrs.
					06.00 to 22.00	16 hrs.	16 hrs.	16 hrs.
					22.00 to 06.00	8 hrs.	8 hrs.	8 hrs.
					06.00 to 10.00	4 hrs.	4 hrs.	4 hrs.
					Total			30 hrs.

Illustration (5): at goods shed where working hour has been extended by four hours beyond 22.00 hours i.e. goods shed having working hours from 06.00 to 02.00 of subsequent day

Time of placement of rake	Time of release of the rake	Permissible free time	Free time expires at	Whether incentive (to reckon only 50% of the time as free time) is permissible	Duration of detention of rake	Actual duration of detention	Time to be reckoned after allowing incentive	Time for which Demurrage will be levied after granting incentive, if applicable
16.00	10.00 of subsequent day	8 hrs. (say)	Beyond 22.00	Yes. but only for the first night of loading/unloading	16.00 to 22.00	6 hrs.	6 hrs.	6 hrs. – 8 hrs. = -2 hrs.
					22.00 to 02.00	4 hrs.	4/2 = 2 hrs.	2 hrs. – 2 hrs. = 0
					06.00 to 10.00	4 hrs.	4 hrs.	4 hrs.
					Total			4 hrs.

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Annexure-B

Illustrations with respect to Para 4.4 of Rules regarding Demurrage and Stabling

Illustration (6): at goods shed where working hour has been extended by four hours beyond 22.00 hours i.e. goods shed having working hours from 06.00 to 02.00 of subsequent day

Time of placement of rake	Time of release of the rake	Permissible free time	Free time expires at	Whether incentive (to reckon only 50% of the time as free time) is permissible	Duration of detention of rake	Actual duration of detention	Time to be reckoned after allowing incentive	Time for which Demurrage will be levied after granting incentive, if applicable
17.00	10.00 on day after subsequent day	8 hrs. (say)	beyond 22.00	Yes, but only for the first night of loading/unloading	17.00 to 22.00	5 hrs.	5 hrs.	5 hrs. – 8 hrs. = -3 hrs.
					22.00 to 02.00	4 hrs.	4/2 = 2 hrs.	2 hrs. – 3 hrs. of remaining free time = -1 hrs.
					06.00 to 22.00	16 hrs.	16 hrs.	16 hrs. – 1 hrs. = 15 hrs.
					22.00 to 06.00	8 hrs.	8 hrs.	8 hrs.
					06.00 to 10.00	4 hrs.	4 hrs.	4 hrs.
					Total			27 hrs.

Illustration (7) at goods shed with round the clock working

Time of placement of rake	Time of release of the rake	Permissible free time	Free time expires at	Whether incentive (to reckon only 50% of the time as free time) is permissible	Duration of detention of rake	Actual duration of detention	Time to be reckoned after allowing incentive	Time for which Demurrage will be levied after granting incentive, if applicable
22.00	08.00 on subsequent day	9 hrs. (say)	Beyond 22.00	Yes, but only for the first night of loading/unloading	22.00 to 06.00	8hrs.	8/2 = 4hrs.	4hrs. – 9hrs. = -5hrs.
					06.00 to 22.00	16hrs.	16hrs.	16hs. – 5hrs. = 11hrs.
					22.00 to 06.00	8hrs.	8hrs.	8hrs.
					06.00 to 08.00	2hrs.	2hrs.	2hrs.
					Total			21hrs.

Illustration (8) at goods shed with round the clock working

Time of placement of rake	Time of release of the rake	Permissible free time	Free time expires at	Whether incentive (to reckon only 50% of the time as free time) is permissible	Duration of detention of rake	Actual duration of detention	Time to be reckoned after allowing incentive	Time for which Demurrage will be levied after granting incentive, if applicable
02.00	08.00 on subsequent day	9 hrs. (say)	Before 22.00	In this case the rake has been placed during 22.00 – 06.00. the incentive is permissible. but only for the first night of loading/unloading	02.00 to 06.00	4hrs.	4/2 = 2hrs.	2hrs. – 9hrs. = -7hrs.
					06.00 to 22.00	16hrs.	16hrs.	16hrs. – 7hrs. = 9hrs.
					22.00 to 06.00	8hrs.	8hrs.	8hrs.
					06.00 to 08.00	2hrs.	2hrs.	2hrs.
					Total			19hrs.

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Annexure-C

Illustrations with reference to Wharfage and Stacking Rules

Para No. of Chapter-II	Illustration
3.1	A loaded BCN rake has been placed at 08.00 at Group-I station having round the clock working. Free time for removal of consignment will start after 17.00 (08.00 -9 hrs of free time for unloading of BCN rake). Wharfage Charge will be levied if the consignment is not removed till 05.00 hours of subsequent day (i.e.17.00 -12 hrs of free time for removal of goods unloaded from rake at Group-I station.
4	In case unloaded consignment left behind is part of a wagon. Wharfage Charge will be levied on wagon basis. For example: a BCN rake has been brought at Group-I station for unloading and if 20 cement bags each from 10 BCN wagons are left on the premise for 2 ½ hours beyond free time, then Wharfage Charge will be levied for 10 BCN wagons. Wharfage Charge will be Rs. 150x10 wagons x 3hrs. = Rs.4500/-.
	In case of consignment brought at station for loading, 60tonne will be equated as one wagon. For example: Certain consignments have been brought at Group-I station for loading in BOXN rake. If 450tonne of the consignment is left over at Railway premises for 10.00 hrs beyond free time, left over consignment in terms of wagons will be 8 wagons (i.e.450tonne/60tonne = 7.5wagons round off to 8 wagons). Wharfage Charge will be Rs.150x8wagons x 10 hrs. =12000/-.
6.0	In case CCM decides to impose Higher Wharfage Charge at a certain station of Group-I category during 10th May to 20th May, at four times the prevailing rate, rate for Higher Wharfage Charge will be Rs.600/- (i.e. Rs.150x4) per wagon per hour and it will be applicable during the period 10th May-20th May.
7.8	Certain rail user has started advance stacking on 15th June at 10.00. Cancellation of indent is not permissible till 10.00 of 30th of June. If he cancels his indent at 14.00 of 24th of June, Stacking Charges will be levied from 10.00 of 15th of June till the time he vacates the Railway premises, even if wagons have not been supplied.
7.9	Certain rail user has started advance stacking on 10th of January. He cancels his indent at 17.00 of 27th of January and wagons have not been supplied till then. No stacking Charge will be levied till 17.00 of 28th of January. But he will have to remove his consignment by 17.00 of 28th of January, else Wharfage Charge will be levied from 17.00 of 28th of January.
7.11	Certain rail user has started advance stacking on 12th April as per advance stacking permission wherein four days permission has been granted. Advance stacking permission will lapse on 15th April. Wagons are supplied on 19th of April. No Stacking Charge is leviable till 19th of April and expiry of free time for loading of such wagons.

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Annexure-D

Illustration with respect to Para 2.4 of Rules regarding Demurrage and Stabling

(refer Board's letter No.TC-I/2005/201/2 dt.23.03.2006)

Block rake Allowance

- Block rake allowance should be granted only on the outgoing loaded rakes subject to the condition that the rake in question fulfils the condition regarding size and destination, and is booked at train-load class-rates.
- The allowance is admissible to all single point or two-point destination rakes.

Bunching Allowance

- Bunching allowance will be granted on unloading stream of traffic.
- The allowance is for calendar day only and will not have cumulative effect i.e. not extendable beyond odd hours. For example, the made over time of trains after granting bunching allowance would be as under in case of the terminal dealing with five rakes in one unloading point:

Arrival time of trains (in Hours)	Due made over time (in Hours) (keeping in view the fact that 2 hrs. of bunching allowance is permitted)	Gain
1600	1600	Nil
1800	1600+2 hrs.=1800	Nil
1900	1800+2 hrs.=2000	1 hour
2200	1900+2 hrs.=2100	Nil
2300	2200+2 hrs.=0000	1 hour

- The allowance will be granted on the basis of tippler/ hopper/ ore trench/ any other mode of unloading process. The trains, which are dealt with in the same unloading point or points, will be treated as one group for bunching allowance irrespective of type of rakes or commodities involved.
- The allowance should be calculated on actual arrival basis.
- If a particular unloading area is having two tipplers for unloading the same or similar type of commodities, then 1st two rakes arriving consequently or at the same time will be handle on two tipplers and no bunching allowance will be granted. Subsequent rakes meant for that unloading area will be distributed among two tipplers and bunching allowance will be granted tippler-wise thereafter subject to arrival of rakes in bunched manner. The table below will explain the above issue further:

Rake No.	Actual arrival time (in Hours)	Rake distribution	Due made over time after affecting bunching allowance
1st	0600	Tippler No.1	0600
2nd	0700	Tippler No.2	0700
3rd	0800	Tippler No.1	0600+2 hrs.=0800
4th	0900	Tippler No.2	0700+2hrs.=0900
5th	1100	Tippler No.1	0800+2hrs.=1000=1100
6th	1400	Tippler No.2	0900+2hrs.=1100=1400

- The commodities dealt by the steel plants are broadly classified as boiler/middling coal, imported coal, washed coal, iron ore and fluxes including others.